

## PUT BLAME ON THE LARCHMONT

KNOWLEDGE OF CREW SAY STEAMER  
CHANGED HER COURSE.

Declare Lights Were Burning and Night Was Clear—No Whistle or Sign of Danger  
TH Bows Were Together—Steamer  
That Disregarded Distress Signals.

NEW LONDON, Conn., Feb. 14.—An investigation into the collision between the Larchmont of the Joy Line and the schooner Harry Knowlton, which, it is believed now, cost the lives of at least 125 persons, was begun here late this afternoon by Capt. Whitney and Capt. Stewart, the local Government inspectors.

The witnesses examined were the captain, the mate and two sailors of the schooner who were on deck at the time of the accident.

A lot of interesting testimony was brought out tending to show that the blame for the disaster did not rest with them. All of the stories agreed, and the impression made by these sailors, all of whom have spent years at sea, was distinctly good.

That the Larchmont suddenly changed her course a few minutes before she was run into by the schooner, which had the right of way as a sailing vessel, was perhaps the most important point. According to the testimony of the men she was from one-eighth to a quarter of a mile away when she changed her course. The Larchmont up to that time had had her starboard light showing on the starboard beam of the schooner.

The schooner, all the crew testified, continued on the same course that she had been following for twenty minutes before this. That was east by north. Suddenly, as the steamer drew closer, the men on the schooner saw the green light on the steamer change to red, showing that she had changed her course and was trying to cross the schooner's bow. It was only a few minutes after the steamer changed her course that the two vessels came together. It was not until after they saw the steamer's bow going by the end of the schooner's bowsprit, the witnesses testified, that any whistles were blown or other indication given by those on the steamer that they saw the danger. The steamer was going at full speed, while the speed of the schooner was estimated at seven miles an hour.

The inspectors were greatly interested when the crew of the schooner described how, following the collision, a steamer which was headed west and to the south of them turned and approached within a mile. Signals of distress were hoisted and everything was done to show that the schooner was sinking, but to the surprise of the captain and his crew the steamer changed her course sharply and went on up the Sound.

All the men were questioned closely in regard to this steamer and her actions. Refusal to answer signals of distress is a violation of law. The inspectors said they intended to make every effort to ascertain the name of this steamer and get an explanation of her movements.

The survivors who reached Block Island from the Larchmont have said that they saw the lights of two steamers to the northwest while they were making their fight for life. These steamers were said to be a Fall River liner and the Kennebec of the Enterprise Line, both bound for New York. It is doubtful if they could have seen the boat, but the inspectors think it strange that the signals from the schooner were not answered.

The inspectors did not go into the stories of the passengers on the Larchmont to-day, nor were any of the steamer's crew examined. They had expected to get the statement of Capt. McVay of the Larchmont, but at noon Supt. Noble of the Joy Line in New York told the inspectors by telephone that Capt. McVay was not in fit physical condition to be examined and intimated that it would some time before they could expect a statement from him. Under the law, the inspectors say, the statement of a captain must first be obtained before any of his crew or the passengers can be examined. Consequently when the crew of the schooner got through testifying this evening the hearing was adjourned until such time as Capt. McVay's statement can be obtained.

Aside from the fact that Capt. McVay seems to have left the steamer while most of the passengers were still aboard, which one of the crew says was due to an accident, the only thing to indicate cowardice on the part of the crew seems to be some statements made by Fred Higginbotham, the sixteen-year old boy, who said that some negro waiters seized one of the boats and that the captain's boat was the first to leave the ship.

"There is no written law that compels a man to stay on his ship until his passengers are off," said Capt. Whitney, the local inspector, to-night. "But there is an unwritten law which is higher than any statute law."

Capt. Haley of the schooner and his men were a picturesque lot. The two sailors, both Swedes, had on their big sailor boots and the clothes in which they were rescued. They were separated during the examination.

Capt. Haley, the first witness, is the typical skipper of a fore and after. He has snowwhite hair and a face like leather. For thirty-five years he has been sailing up and down the coast, master of big three-masted masters like the Knowlton. He said he has been a sailor forty-six years. He answered all questions promptly and showed that he knew the Sound thoroughly. He said that his boat worked easily and told of the different lights he has followed down the Sound. "It was a beautiful night for seeing lights; I never saw a better one," he said.

After passing Watch Hill the course was changed to east by north and then he went below, he said. When asked the usual mariner's question: "Were your lights burning bright?" the old skipper drew himself up with pride. "They were burning bright, sir," he said, "until 11 o'clock yesterday while she was going to pieces on the beach."

The captain said that when the mate called him from below the Larchmont was showing a red light. This was after she had changed her course, it appeared from the testimony of the others given later. Capt. Haley thought the Larchmont was within three lengths when she blew her whistle, and he only heard one blast. "It seemed to come just as her bow passed our jibboom," he said.

He described how he and his men stayed

on their ship until her decks were awash and then took to the small boat.

Frank Govan, the mate, a deep sea sailor for twenty-two years and a coaster for six, said that the schooner had been upon her course of east by north about twenty minutes before the lights of the Larchmont were first seen. "I watched him," he said, "and told the men at the wheel that we were going to leeward of us and for him to keep to his course. I examined our own lights and found that both were burning bright. Then I looked again and saw that the green light had changed to red. I ran and called the captain from below."

Oscar Johnson, the man at the wheel, and Carl Burgesen, the lookout, told the same story of seeing the green light first to leeward and then seeing the light suddenly changed. He also said that no whistle was blown until the Larchmont's bow had passed the bow of the schooner.

The schooner's crew were sent home to-night. The sailors came from St. John's and the captain from Everett, Mass.

BLOCK ISLAND, R. I., Feb. 14.—Miss Sadie Calub told to-day of how she was pushed away from the captain's boat as it was about to leave and how she was left to die on the steamer. Miss Calub was picked up from the top of deck house. She said:

"I saw several men at a boat, apparently getting it out to launch it. I went up to the men and cried out to them to save me."

"Was it the captain's boat?" she was asked.

"There were men with gold lace on their hats about it," she said. "I tried to step into the boat. Then a big man pushed me away. I think he was one of the crew. They shoved off the boat and went away."

Miss Calub said the boat contained only three or four. She said she was told that it was the captain's boat and that it had too many in it already.

PROVIDENCE, Feb. 14.—The tug Roger Williams to-night brought in twenty-three more dead bodies, victims of the Larchmont. This includes the twenty-two picked up yesterday.

Two bodies were found to-day by fishing boats near Block Island. One was that of a negro.

At a o'clock to-night Samuel Lacombe, one of the survivors, died at the Rhode Island Hospital. Lacombe lived at Manchester, N. H.

## REVOLT IN COMMONS.

Government's Followers Refuse to Re-

franchise Worcester City.

Special Cable Dispatch to THE SUN.

LONDON, Feb. 14.—The Government's followers in the House of Commons revolted to-night and by a vote of 192 to 190 rejected a proposal to issue a new writ for Worcester City, which was disfranchised for corrupt practices after the election there last year and has since not been represented.

Sir J. Lawson Walton, Attorney-General, set forth the reasons for restoring the franchise despite the flagrant corruption that had caused disfranchisement. Mr. Herbert Asquith, Chancellor of the Exchequer, supported the proposal, adding that the Prime Minister, Sir Henry Campbell-Bannerman, who was absent, concurred.

Worcester, however, is regarded as a safe Opposition seat, and the rank and file of the Liberals and Nationalists were not giving any chances to the enemy, even at the Government's behest. They accordingly turned down the proposal and Worcester remains without a representative in the House. The incident in no wise affects the Government's position.

## THE BABY TO BE ALFONSO

If It's That Kind of a Baby—Otherwise

Isabel Cristina.

Special Cable Dispatch to THE SUN.

MADRID, Feb. 14.—THE SUN correspondent is able to contradict on the highest authority the report that King Edward will pay a visit to Madrid the coming spring. He is expected, however, in the autumn.

It is almost certain that the meeting between King Edward and King Alfonso will be at sea, in the course of the cruise that the English king has planned for that summer. Princess Henry of Battenberg, mother of Queen Victoria, arrived to-day and received a hearty popular welcome.

A lady in waiting informs THE SUN correspondent that should the expected baby be a boy he will be named Alfonso. If a girl she will be named Isabel Cristina.

## MADE ILL BY FALSE REPORT.

Wife of Senator Hasenfuss Collapsed When

Told That Husband Was Dead.

It was reported yesterday in the Nine-

teenth Assembly that in Brooklyn, where State Senator Conrad Hasenfuss and Police Magistrate E. Gratton Higginbotham live, both were dead. The report said that Hasenfuss had dropped dead in the Hotel Ten Eyck at Albany and that Higginbotham had been killed by an express train at Far Rockaway while out in an automobile.

When Hasenfuss's friends learned of his supposed death many hastened to his home, at 978 Bushwick avenue, Williamsburg, to learn more about the decease. His wife had not heard the rumor and when the first caller told her that her husband had died suddenly she gave way to her grief and collapsed completely. She was put under the care of a doctor. Henry Hasenfuss, a brother of the Senator, called up the Hotel Ten Eyck on the telephone and learned that the report of the Senator's death was false.

An hour later reports were spread that Magistrate Higginbotham had been killed. A telephone message from his home in Rockaway disposed of the canard.

## WIFE SEES GEORGE AUSTEN.

Leave Obtained to Send the Papers by Mail to

Palermo, Sicily.

Justice Amend of the Supreme Court yesterday signed an order directing the service by mail and publication on George Austen of the summons and complaint in a suit for divorce brought against him by Isabel Valle Austen, to whom he was married at Memphis, Tenn., on April 9, 1900. The papers will be mailed to Austen at the Hotel des Palmes, Palermo, Sicily. Mrs. Austen says her husband has no other relations with one Julia Reynolds at the Everett House and also on the steamship Minneapolis and in Europe. Austen is supposed to be travelling with this woman now. Mrs. Austen has not seen him since last July, but she traced him to Paris in November last, and since then her sister, Grace Valle, has received letters from him postmarked Mentone, Palermo and elsewhere.

Lawyer Joseph W. Welsh, who is acting for Mrs. Austen, says that he had Austen identified in Paris and London, and that from Austen's statements he appears to be contemplating a long stay in Europe. Mr. Austen is a member of the Union Club.

## GREAT BRASS SPRING WATER.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

After all, WATER'S the best.

## HISSES OVER BISHOP POTTER.

WHITE RIBBONERS BREAK OUT  
IN NATIONAL CAPITOL.

About 1,500 Women Invade the Building to  
Advocate Prohibition for Washington  
—Congressman Webber Leads Them  
—Phoebe Cousins Opposes the Others.

WASHINGTON, Feb. 14.—This was temperance day at the national capitol. The advocates of prohibition had an inning. They made the most of the occasion, for no less than 1,500 of the wearers of the white ribbon gathered to voice their indorsement of the Webber bill, which seeks to prohibit the manufacture and sale of intoxicating liquors in the District of Columbia.

Chairman Babcock of the District Committee had announced that he would grant a hearing upon the measure to-day, and never before in Washington has the demon rum got such a drubbing as these hundreds of prohibitionists gave him. Four-fifths of them were women, young and old.

The crusaders met in the rotunda of the capitol, then went out upon the east front and posed for a photograph. After this they marched upon the committee. Representative Webber took the lead. He won his election two years ago by denouncing his own party's stand on the liquor question and since then he has lost no opportunity to attempt to make good with the temperance people. A year ago, when Representative Longworth was married, he refused to subscribe to a fund to purchase for the daughter of the President a punchbowl as a wedding gift.

The committee room holds about fifty persons after the seventeen members of the committee are seated, and every available inch of space was occupied. A half dozen or so frightened opponents of the bill managed to get in as representatives of the Personal Liberty League, those who oppose the regulations of morals and appetites by law. They were all but mobbed by the crusaders. Those who could not get into the committee room roamed about the capitol in droves; they filled the corridors and galleries and even lapped over into the Senate wing.

Representative Webber opened the argument. Then followed brief speeches in favor of the measure by clergymen and representatives of the various societies whose members were outside. Each time a speaker would score a point and give the demon a thrust there was vigorous applause. Those on the inside would first start the evidence of approval and then those on the outside would take it up until the applause reverberated throughout the big building.

Finally the opponents of the measure came to the bat. Their numerically weak forces were in charge of Robert Crane, a representative of the Liquor Dealers' Association. Mr. Crane was unfortunate in some of his statements and got into a lively controversy with Representative Sims, a member of the committee, when he criticized the temperance laws of the Southern States and especially of Tennessee. Mr. Sims, father of prohibition, as recounting in his last hours and declaring that he had been on the wrong track throughout his fight for temperance. At this there was another evidence of disapproval, for several women exclaimed:

"That's not true."

Again Chairman Babcock had to ask that the speaker be not interrupted.

Miss Phoebe Cousins was brought in in a wheel chair to oppose the bill as the representative of the Personal Liberty League. Miss Cousins came to the capitol several years ago by declaring that she had been engaged to wed the late Senator Fair. Miss Cousins said she had once been a prohibitionist, but after a long experience in Kansas she had reached the conclusion that it was not a success. In prohibition States, she said, people obtain liquor by fraud. In Kansas it was sold in drug stores, and men who wouldn't be seen in a saloon would get their drink from the apothecary. She had known men to buy bottles from druggists and go out upon the street, where they would meet crowds of boys, who would scramble among themselves for the privilege of pulling the cork in order that they might lick them.

Jerome McCarthy protested against the bill in the name of 700 bartenders. James L. Feeney, chairman of the Central Labor Union, said he was a Jonah, but opposed the bill as the representative of organized labor in the District.

The hearing lasted for more than two hours and the committee wanted to go into executive session. There were others who wanted to leave, however, and they refused to leave. Finally Representative Olcott of New York hit upon a scheme to clear the room. He calmly lit a cigarette and proceeded to puff great clouds of smoke into the overheated room.

"Oh, that poisonous nicotine!" exclaimed an elderly woman. "It's worse than alcohol. He might have the decency to wait until the corkies leave the room."

But the New York member kept on filling the room with smoke and soon the hearing came to an end. No action was taken on the bill.

## Last of the Cramps Out of Shipbuilding Co.

PHILADELPHIA, Feb. 14.—Edward S.

Cramp resigned to-day as vice-president of the William Cramp and Sons Ship and Engine Building Company and entirely severed his connection with the concern. Friction between Mr. Cramp and the board of directors is reported to have been responsible for his resignation. He was the last of the Cramp family in the firm.

## Mr. Roosevelt Still Has Mr. Bryan's Approval.

ST. PAUL, Feb. 14.—William Jennings

Bryan addressed the Minnesota Editorial Association to-day. Speaking of President Roosevelt's policy on public matters, Mr. Bryan said the President had done much and was doing much of which he (Bryan) approved.

## TOURS TO FLORIDA.

Via Pensacola Railroad, February 19 and March

4. City to Jacksonville and return, including

all expenses while traveling on special rate. Last

departure to Florida.

The weather changes often. The good quality

of "BANKSON TYPE" COLORED and -adding, like

other classes.

Other classes.

Other classes.

Other classes.

Other classes.

Other classes.

## KELSEY SEES LEGISLATORS.

Buttonholing Friends to Prevent His Re-

moval at Gov. Hughes's Instigation.

ALBANY, Feb. 14.—State Superintendent

of Insurance Otto Kelsey has been button-

holing his legislative friends and pleading

with them to save him from being removed.

Next week, it is known, the Governor

will send his message to the Senate asking

for the removal of Mr. Kelsey.

Senator Hooker of Genesee, who represents Mr. Kelsey's Senatorial district, has informed the Governor that unless there is something more than has been made public he will have to oppose the request for the removal of the Superintendent. But the Governor has made no response to this. Senator Hooker says that as matters now stand, without any explanation from Gov. Hughes, he thinks the majority of the Republican Senators are opposed to the removal of Mr. Kelsey. All talk of a combination being made with the Democrats with a view of having a working force at all times to defeat the Governor's object is scouted here.

Senators Hooker and Tully, who are favorable to Mr. Kelsey, have been the other Republican Senators that their opposition to the Governor only extends to Mr. Kelsey's case, and if any attempt is made to make it go further they will withdraw from it. In legislative circles it is intimated that when the showdown comes Senators Hooker and Tully will be found voting for removal, and so will all other Senators who hope to be continued in public life.

## KUROPATKIN BLAMES ALL HANDS

Free With Censure in His Book on the

Russo-Japanese War.

Special Cable Dispatch to THE SUN.

LONDON, Feb. 15.—The newspapers print long extracts from Gen. Kuropatkin's suppressed book on the Russo-Japanese war, confirming the earlier reports that the work constitutes a very grave indictment of the Russian command and others responsible for the conduct of the campaign.

Gen. Kuropatkin charges his Generals with amazing incapacity, negligence and disobedience. He is especially severe on Gen. Kaubars, whom he holds almost entirely responsible for the defeat at Mukden. He also reveals a wretched lack of preparation and organization by the Ministry of War.

## PEACE IN CENTRAL AMERICA.

The Differences Between Honduras and

Nicaragua to Be Arbitrated.

WASHINGTON, Feb. 14.—Despatches have

been received at the State Department

from President Zelaya of Nicaragua and

from President Bonilla of Honduras which

are of such a character that the State Department feels that peace is assured and

that the matter of arbitrating the differences between Honduras and Nicaragua is merely one of arranging the details.

Central America came very near being the scene of another war, and only the efforts of Secretary Root and of President Diaz of Mexico prevented actual hostilities.

Honduras and Nicaragua had both made up their minds to fight and troops of each country were rushed to their respective frontiers. While the soldiers were waiting for the word to advance this Government stepped in. Mexico was asked to assist, and one day at a conference at the State Department between Señor Creel, the Mexican Ambassador, and Secretary Root and Mr. Bacon, the Assistant Secretary, it was decided to call for the aid of Guatemala, Costa Rica and Salvador. These countries quickly expressed their willingness to cooperate in the interest of peace. Notes were sent by all of the peace loving Governments to those of Nicaragua and Honduras. They urged that the prospective belligerents refrain from hostilities and instead submit their differences to arbitration. The pressure was too great to bear and the answers which have been received to the representations made are most satisfactory.

## WILL CALL HARRIMAN.

Interstate Commerce Commission Still

Desires His Testimony in Its Inquiry.

WASHINGTON, Feb. 14.—The operations of

the new railroad act and the advisability

of an investigation being undertaken have

summer to determine what changes, if

any, should be made in the act were the

subject of an extended conference at the

White House to-night. Those who partici-

ated in the discussion were the President

and Chairman Knapp and Commissioners

Prouty, Clements, Harlan and Lane of

the Interstate Commerce Commission.

The Harriman consolidation case was mentioned incidentally. The chances are the commission will make such an investigation.

There has been a report here this week that Mr. Harriman would not be called to testify before the commission for the reason that if brought to trial in a case under the Sherman anti-trust law he could claim that the testimony given by him to the commission would make him immune from prosecution. It is the present intention, however, to call Mr. Harriman before the commission. A member of the commission is the authority for this statement.

## MRS. J. A. BAILEY WINS.

Contest of Her Husband's Will Is Decided

In Her Favor.

WHITE PLAINS, N. Y., Feb. 14.—Surrogate

Millard of Westchester county handed

down a decision to-day admitting the

will of James A. Bailey, the circus man,

to probate, and thereby ending the con-

test brought by a number of nieces living

in Michigan. The decision is a victory

for the widow, Mrs. Ruth L. Bailey of

Mount Vernon, who now inherits her husband's entire estate, valued at \$5,000,000.

It was asserted by the contestants that Mr. Bailey was insane and incompetent to make a will and that the will now admitted was drawn through the undue influence of the widow of Mr. Bailey.

Surrogate Millard in his opinion says that the contest was simply brought with a view of forcing the payment to the contestants of such a sum as the widow might feel disposed to make. "I fail," said he, "to find anything which goes to show undue influence of any kind, and, in fact, from the evidence it appears that Mr. Bailey was a man of fixed purpose and not influenced or led by anything. I fail to find that at the time of making the will he was insane or incompetent, and, consequently that the contest in this proceeding has no substantial foundation either in law or in fact."

## ERIE TO TAKE OFF MANY TRAINS

GOT TO GET FREIGHT IN AND OUT

SOMEHOW.

It May Be That 20 or 25 Passenger Trains

That Have Run in the Hours of Light

Travel Will Be Removed From Sched-

ule—More Facilities Coming Later.

## ERIE TO TAKE OFF MANY TRAINS

GOT TO GET FREIGHT IN AND OUT

SOMEHOW.

It May Be That 20 or 25 Passenger Trains That Have Run in the Hours of Light Travel Will Be Removed From Schedule—More Facilities Coming Later.

Freight and passenger traffic officials of the Erie railroad are arranging a new schedule for suburban passenger traffic. The revision, Erie representatives said yesterday, is necessitated by the congested condition of the lines adjacent to this city in the last few weeks, which has brought the movement of freight almost to a standstill. The only way to improve conditions, they insist, is to reduce the number of local trains outside the rush hours.

Just what trains will be taken off has not been decided, but they will, of course, be those on which the traffic is lightest. The main line, the Greenwood Lake division, the New York and New Jersey and the Northern New Jersey will all be affected by the change and very likely from twenty to twenty-five trains will be taken off. Except in cases of duplication of service there will be no change in passenger accommodations from 7 to 10 A. M. and from 4 to 7 P. M. A few of the night trains will be taken off, but generally the reduction will most affect trains running between 10 A. M. and 4 P. M.

"The most important reason for the change," an officer of the company said, "has reference to the handling of freight. During the last two weeks we have had to confine our entire attention to the suburban business, and as a result both the shippers and the company have sustained severe losses. The operation of so many suburban trains has seriously interfered with our freight business, which, as every one familiar with the road knows, is twice as profitable to the road and important to the public as the through and local passenger business combined."

"The Erie has a very large quick freight traffic, foodstuffs, fruit and other perishable goods. This requires prompt delivery that under existing circumstances we are unable to afford. During the last two weeks the road's losses on account of its inability to move this traffic have been many times as great as the net earnings from the suburban passenger traffic. As a matter of fact the present schedules tax the capacity of the road to its utmost, so that any trifling mishap throws the movement of both passenger and freight traffic out of order. A schedule better within the capabilities of the system will produce greater regularity in the operations of trains and be more advantageous to the travelling and shipping public as a whole."

The reduction of the service will affect about 10 per cent. of Erie commuters. In no case will localities now served be deprived of such service as is necessary for the residents to come to town on business. Officers of the road see no relief from conditions necessitating the present changes except the completion of the Bergen cut, which will not come before next year. Trains at present, they say, are run through the Bergen tunnel as frequently as is commensurate with safety.

## NEGRO DEPARTMENT STORE.

Architect Williams, a Negro, Files Plans

for the Building.

E. R. Williams, a negro architect, has filed plans for remodeling the abandoned grocery warehouse at the northeast corner of Eighth avenue and Forty-sixth street for a department store to be operated by negroes by the Metropolitan Mercantile Company, of which P. Sheridan Ball, a negro, is president. The building is four stories, fronting 50 feet on the avenue and 125 feet on the street, with a 25 foot L running north, and it stands on land owned by the Astor estate.

Architect Williams has planned to add two stories to the structure, fit it with an elevator and make over the interior at an estimated cost of \$250,000. It is to have two stories of large show windows. The Metropolitan Realty Company bought the building last year and leased the land for a term of years. The company is an organization of negro business men exclusively and already operates a negro department store in Savannah, Ga., an apartment house in Orange, N. J., a park of houses and building lots in Plainfield, N. J., and a savings bank in Savannah.